

The China Mail.



Vol. XL. No. 6504.

號九廿月五年四十八百八千一英

Established February, 1845.

HONGKONG, THURSDAY, MAY 29, 1884.

日五初月五年申甲

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. O. GEORGE STREET & Co., 50, Cornhill, LONDON. GORDON & GORDON, 10, St. Martin's Lane, W. C. HENDY & Co., 87, Wallingford, E. C. SAMUEL DEACON & Co., 100 & 104, Leadenhall Street, LONDON.

PARIS AND EUROPE.—GAILLEN & FOUQUE, 30, Rue Lafayette, Paris. NEW YORK.—ANDREW WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORDON, 10, St. Martin's Lane, LONDON.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & Co., 10, Market Street, SINGAPORE. C. HEINZ & Co., 10, Market Street, SINGAPORE.

CHINA.—MURRAY A. A. DE MELO & Co., 10, Market Street, SINGAPORE. ANONY, WILSON, NICHOLS & Co., 10, Market Street, SINGAPORE. FOSCOLO, HEDDER & Co., 10, Market Street, SINGAPORE. LANE, CRAWFORD & Co., 10, Market Street, SINGAPORE. WARD & Co., 10, Market Street, SINGAPORE.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, \$5,000,000.

Instalment Reserve on New Shares, 2,074,744.75.

Reserve Fund, \$2,500,000.

Instalment Reserve on New Shares, 1,563,361.66.

Total, \$10,138,746.41.

COURT OF DIRECTORS.

Chairman—A. P. McEWEENY, Esq.

Deputy Chairman—Hon. F. D. SASSOON, Esq.

C. D. BOTTOMLEY, Esq.

H. L. DALRYMPLE, Esq.

W. H. FORBES, Esq.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.

MANAGER.

Shanghai, EDWIN CAMERON, Esq.

LONDON BANKERS—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits—

For 3 months, 3 per cent. per annum.

For 6 months, 4 per cent. per annum.

For 12 months, 5 per cent. per annum.

LOCAL TRUSTS DISCOUNTED.

Credit granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,

No. 1, Queen's Road East.

Hongkong, April 2, 1884.

Notices of Firms.

THE INTEREST AND RESPONSIBILITY OF MR. WILLIAM HENRY HARTON, JUNR., in our Firm ceased on the 30th April, 1884.

Mr. GERALD SLADE and Mr. ALEXANDER MCNEIL are this Day ADMITTED PARTNERS in our Firm.

GILMAN & Co.

Hongkong and Fochow,

1st May, 1884.

Intimations.

1,450 Prizes. £50,000. 1,450 Prizes.

THE SYDNEY JOCKEY TURF CLUB'S MELBOURNE CUP CONSULTATION—1884.

MEMBERS £2.—NON-MEMBERS 10s.—RACIS.

To be run on the Flemington Race Course, Melbourne, in November, 1884.

Distribution as follows:

First Prize, £10,000.

Second Prize, £5,000.

Third Prize, £2,500.

Fourth Prize, £1,250.

Other Prizes, £500.

Total, £20,000.

THE SYDNEY JOCKEY TURF CLUB.

Des to inform the Sporting Public of China that they have made arrangements for holding a £50,000 CONSULTATION on the forthcoming Melbourne Cup of 1884, when about 1,450 Prizes will be awarded to the Fortunate Holders of the winning Numbers. The Highest Prize being £10,000; and the Lowest £10. Loss 15 per cent. on expenses. Winning Numbers can be forwarded for payment or collection to the Manager of any Bank, either in Sydney (N. S. Wales), or Melbourne (Victoria). Drawing will take place under the Committee of Management, about four clear days before the Day of Race. Result Slips are forwarded to all Subscribers. Any Subscriber can be present at the drawing either in person or by proxy, on making application to the Secretary in writing. Add 1/ for Reply and Result. Drafts or P. O. Orders to be made payable to JAMES WALLACE, Secretary, S. J. F. C., 200, Oxford Street, Sydney, Australia.

DRY DOCK AND PATENT SLIP, NAGASAKI.

THE Undersigned have been appointed AGENTS for THE IMPERIAL GOVERNMENT DOCK AND PATENT SLIP, at Nagasaki, and are prepared to supply Tenders for the DOCKING, CLEANING, PAINTING, &c., of Vessels. The SERVICE is in connection with the Dockyard and under the direction of the necessary experienced EXPERTS and possess all the necessary appliances for REPAIRS to SHIPS and MACHINERY.

HOLME, RINGER & Co.

Nagasaki, March, 1884.

Entertainment.

THEATRE ROYAL, CITY HALL, HONGKONG.

SIGNORA LOUIZA MARGHETTI (late PRIMA DONNA of Signor BERGAMASCHI'S ITALIAN OPERA THOUVE) WILL GIVE A SECOND AND LAST GRAND CONCERT ON TUESDAY EVENING, the 3rd June, 1884.

Particulars will duly appear in the Programmes.

Prices of Admission: Dress Circle and Stalls, £2. Unreserved Seats, £1.

Tickets can be obtained and Seats booked at Messrs. KELLY & WALSH's, and at the Hall on the Night of the Concert.

Hongkong, May 27, 1884.

Intimations.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

NOTICE is hereby given that ORIGINAL SCRP CERTIFICATE No. 63, dated 31st December, 1869, for THREE OLD SHARES in the above Company, standing in Name of Mr. NINIAN CRAWFORD has been LOST, and should the same not be produced before the 10th June NEXT, a NEW SCRP CERTIFICATE will be issued to Mr. NINIAN CRAWFORD for TWELVE NEW SHARES, in Accordance with the Special Resolution sub-dividing each one Old Share into Four New Ones, and no Transaction taking place under the said Original SCRP Certificate No. 63 will be recognized by the Company.

JARDINE, MATHESON & Co., General Managers.

Hongkong, May 26, 1884.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that in Accordance with Resolution No. 2 passed at the Extraordinary General Meeting of Shareholders held at the City Hall on the 20th December, 1882, ALL SHARES NOT TAKEN UP, and the 1st, 2nd, 3rd and 4th CALLS paid on or before the 30th June NEXT, will be disposed of by the Directors in such manner as in their discretion, they shall think best in the Interests of the Corporation.

By Order of the Court of Directors,

T. JACKSON, Chief Manager.

Hongkong, April 24, 1884.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—The Assets of the Hongkong and Shanghai Banking Corporation will form a direct security for the repayment of sums deposited in the above Bank.

3.—Sums less than £1, or more than \$250 at one time will not be received. No depositor may deposit more than \$1,500 in any one year.

4.—Deposits may be on behalf of relations, of trusts, &c., in addition to the depositor's own account.

5.—Persons desirous of saving sums less than a dollar may do so by affixing clean ten-cent stamps to a form to be obtained at the Bank or at the Post Office. When the form is presented with ten clean stamps the depositor will be credited one dollar.

6.—Depositors in the Savings' Bank having £100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

7.—Deposits may be forwarded from the Post by means of clean Hongkong Postage Stamps of any value.

8.—Interest at the rate of 4 per cent. per annum will be allowed to depositors on their daily balances.

9.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

10.—Persons containing Pass-Books, Registered Letters containing Stamps or other Receipts, and generally, correspondence as to the business of the Bank will, if marked ON HONGKONG SAVINGS' BANK BUSINESS, be forwarded free of Postage or Registration Fees by the various British Post Offices in Hongkong and China.

11.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

12.—All documents connected with the business of the Savings' Bank are exempt from stamp duty.

For the HONGKONG & SHANGHAI BANKING CORPORATION,

T. JACKSON, Chief Manager.

Hongkong, April 25, 1884.

WITH Reference to the above, BUSINESS will be commenced on 1st May, 1884.

For the HONGKONG & SHANGHAI BANKING CORPORATION,

T. JACKSON, Chief Manager.

Hongkong, April 26, 1884.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE TO CONTRIBUTORS.

AN Interim BONUS of 15% upon Contributions for the Year 1883 has This Day been declared.

WARRANTS may be had on application at the above OFFICE on and after the 10th Proximo.

JARDINE, MATHESON & Co., General Agents.

Hongkong, April 26, 1884.

For Sale.

LANE, CRAWFORD & Co. (OUTFITTING DEPARTMENT.)

A NEW SUPPLY JUST TO HAND OF SPRING HOSIERY.

UNDERSHIRTS and DRAWERS in SILK, THURFAD, CRAPE and COTTON GAUZE.

New THREAD and COTTON HALF-HOSE.

New WASHING SCARFS and TIES.

The New 'Climax' UMBRELLA, guaranteed to wear well.

NAPIER JOHNSTONE'S SCOTCH WHISKY, a Very Fine Old Spirit, in square bottles.

Hongkong, April 19, 1884.

SAYLE & Co.

HAVE FOR SALE THE FOLLOWING NEW GOODS, EX LATE ARRIVALS.

KENSINGTON CARPETS, all WOOL, SEAMLESS, BORDERED and PATTERNED, in NEW DESIGNS and COLORINGS. These CARPETS are INEXPENSIVE and DURABLE and are suitable for Summer use.

GORELIN TAPESTRY and CREPE CRETONNES in New Designs.

REVERSIBLE CRETONNES, Pattern both Sides.

EXCELSIOR SPRING MATTRESSES in all Sizes, to fit any BEDSTEAD.

PATENT WOVEN WIRE SPRING MATTRESSES in all Sizes.

HAMMOCK CHAIRS.

LAWN TENNIS CHAIRS.

CROQUET CHAIRS.

CAMP STOOLS.

Victoria Exchange,

Hongkong, May 7, 1884.

THE Undersigned has received instructions to Sell by Public Auction, on SATURDAY, the 31st May, 1884, at 2 p.m., at his Sales Rooms, Queen's Road, AN INVOICE OF CHINESE CURIOS, comprising:—MING, KONG-HEE, KIN-LOONG, YING-CHAU and OTHER, VASES, JARS, PLATES, BOWLS and ORNAMENTS, and MING-LUCK BAMBOO CARVINGS, &c., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG, Auctioneer.

Hongkong, May 28, 1884.

Intimations.

HOTEL DE L'UNIVERS, WYNDHAM STREET, HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports that he will RE-OPEN THE HOTEL DE L'UNIVERS on the 1st March.

The whole of the ROOMS have been newly furnished throughout, and there are ROOMS suitable for either MARRIED COUPLES or SINGLE PERSONS.

THE TABLE will be supplied with the BEST of the MARKET PRODUCE.

THE WINES and LIQUORS supplied, both at the Bar and Table, will be of the VERY BEST BRANDS.

GENTLEMEN desirous of taking Meals, such as BREAKFASTS and DINNERS, can have ALL REQUISITE information by applying to

GEORGE STAINFIELD, Proprietor.

Hongkong, February 26, 1884.

HOP SHING & Co., ENGINEERS, BOILER MAKERS, COPPER SMITHS, BRASS & IRON FOUNDERS, &c., WEST POINT IRON WORKS.

HAVING This Day commenced BUSINESS, are ready to undertake Work of the above Descriptions under the Supervision of an EXPERIENCED PROPRIETOR. Orders executed with the utmost despatch and at moderate terms.

24th September, 1882.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

NOTICE TO PASSENGERS.

THIS Company now grants passages THROUGH TO LONDON and Marseilles, including Continental Railway fares, at the same rate as for the route by sea to London, viz., \$360.

The fare to Marseilles is now similar to that charged to Brindisi or Venice, viz., \$355.

A. McIVER, Superintendent.

Hongkong, March 13, 1884.

D. K. GRIFFITH HAS OPENED HIS NEW PHOTOGRAPHIC STUDIO, No. 1, Duddell Street, in rear of the Chartered Bank of India, Australia and China.

THE NEW RAPID DRY PLATES, he is now working, are 75% quicker than the Old process and make Portraits of Children easy and certain to secure.

The Studio is open daily, and Portraits are taken in any weather at Moderate Charges, while every care is taken to procure permanency of the prints.

NEW VIEWS OF HONGKONG AND THE COAST PORTS ALWAYS READY.

Hongkong, May 24, 1884.

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO CONTRIBUTORS.

AN Interim BONUS of 15% upon Contributions for the Year 1883 has This Day been declared.

WARRANTS may be had on application at the above OFFICE on and after the 10th Proximo.

JARDINE, MATHESON & Co., General Agents.

Hongkong, April 26, 1884.

THE Undersigned has REMOVED to the rear of his former place of Business, Entrance from Messrs. TURNER & Co.'s Laid.

WILLIAM DOLAN.

Hongkong, May 8, 1884.

TO LET.

NO. 2, DOUGLAS VILLAS, CAINE ROAD.

Also, No. 6, UPPER MOSQUE TERRACE. Possession from 1st May.

Apply to DOUGLAS LAPRAK & Co.

Hongkong, April 5, 1884.

GO DOWN-STO LET.

PRAYA EAST AND WANGHAI ROAD.

For Particulars, apply to SIEMSEN & Co.

Hongkong, April 26, 1882.

TO LET.

A FURNISHED HOUSE in one of the TERRACES.

For Particulars, address "J. D. B., c/o China Mail Office."

Hongkong, March 26, 1884.

TO LET.

THE PREMISES now occupied by us, No. 11, QUEEN'S ROAD CENTRAL. For further Particulars apply to Messrs. RUSSELL & Co.

GEO. R. STEVENS & Co.

Hongkong, August 1, 1883.

TO LET.

"PARSEE VILLA," ROBINSON ROAD, and No. 56, PRINCE STREET. Possession from 1st March.

Apply to DORABEE NOWROOEE, Victoria Hotel.

Hongkong, February 22, 1884.

TO LET.

NO. 25B, PRAYA CENTRAL. Nos. 7 and 8, SEYMOUR TERRACE. No. 7, GARDEN ROAD (known as "HARPERVILLE").

Apply to DAVID BASSOON, SONS & Co.

Hongkong, May 26, 1884.

TO LET, FURNISHED.

TO LET, FURNISHED, No. 10, SEYMOUR TERRACE.

Apply to MANAGER, China Mail Office.

Hongkong, April 15, 1884.

Auctions.

THE Undersigned has received instructions to Sell by Public Auction, on SATURDAY, the 31st May, 1884, at 2 p.m., at his Sales Rooms, Queen's Road, AN INVOICE OF CHINESE CURIOS, comprising:—MING, KONG-HEE, KIN-LOONG, YING-CHAU and OTHER, VASES, JARS, PLATES, BOWLS and ORNAMENTS, and MING-LUCK BAMBOO CARVINGS, &c., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG, Auctioneer.

Hongkong, May 28, 1884.

For Sale.

SIX EUROPEAN HOUSES, Nos. 1, 2, 3, 4, 5 and 6, ALEXANDRIA TERRACE. Monthly Rent, \$300.

Apply to "A. B., OFFICE OF THIS PAPER."

Hongkong, May 28, 1884.

PUBLICATIONS BY J. DYER BALL.

"CANTONESE MADE EASY"—A Book of SIMPLE SENTENCES in the CANTONESE DIALECT with Pinyin and Literal Translations; and Directions for Rendering English Grammatical Forms into Chinese and vice versa.—Price, \$2. Interleaved Copies, \$2.50.

"We most cordially recommend it."—China Review. "Will be found to supply a want long felt by students of Cantonese."—Daily Press. "Mr. Ball's Notes on Chinese and Grammar will be found very valuable."—China Mail.

"EASY SENTENCES IN THE HAKKA DIALECT WITH A VOCABULARY."—Price, \$1.

"The Sentences given appear to be well arranged."—China Mail. "Contains a wide range of subjects."—Chinese Recorder. "An extensive Vocabulary."—Daily Press.

FOR SALE AT MESSRS. KELLY & WALSH'S, 7, BUEWERS' and LANE, CRAWFORD & Co.'s, Hongkong; and at Messrs. TURNER & Co.'s, London.

Hongkong, January 23, 1884.

NOW ON SALE.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT.

Dr. E. J. EITEL.

CHOWN OCTAVO, PP. 1018.

HONGKONG, 1877-1883.

Part I. A-K. \$2.50

Part II. K-M. \$2.50

Part III. M-T. \$3.00

Part IV. T-Y. \$3.00

A Reduction of ten per cent. will be allowed to purchasers of ten or more copies.

This Standard Work on the Chinese Language, constructed on the basis of Kanghi's Imperial Dictionary, contains all Chinese characters in practical use, and while alphabetically arranged according to the sounds of the whole written Language of China, the Cantonese, it gives also the Mandarin pronunciation of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, as used all over the Empire, whilst its introductory chapters serve the purposes of a philological guide to the student.

A Supplement, arranged for being bound and used by itself, and containing a List of the Radical, Index, and a List of Surnames, will be published and sold separately.

LANE, CRAWFORD & Co.

Hongkong, January 15, 1882.

FOR SALE CHEAP.

FIVE Hundred to Six Hundred Tons COKE and COAL TAR, in lots to suit, from one ton upwards.

CHOY CHEW, 230, Praya West.

Hongkong, June 18, 1883.

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE.

Quarts, \$20 per 1 doz. Case.

Pints, \$21 per 2 doz.

GIBB, LIVINGSTON & Co.

Hongkong, December 20, 1883.

Shipping.

Steamers.

FOR YOKOHAMA AND HIOGO.

The Steamship Electra, Captain F. NAGEL, will be despatched for the above Ports on MONDAY, 16th June, at 5 p.m.

For Freight or Passage, apply to RUSSELL & Co., General Managers.

Hongkong, May 26, 1884.

FOR LONDON VIA SUEZ CANAL.

The Co's Steamship, Captain JAMES, will be despatched as above on or about the 2nd June.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, May 21, 1884.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for CHEFOO, TIENTSIN, NEW-CHWANG, HANKOW and Ports on the YANGTSE.)

The Steamship, Captain SOMMER, will be despatched as above on or about the 4th June.

For Freight or Passage, apply to JARDINE, MATHESON & Co.

Hongkong, May 28, 1884.

FOR SYDNEY & MELBOURNE.

(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, NEW CALEDONIA, TASMANIA and FIJI.)

The Eastern and Australian Steamship Co's chartered Steamer, Captain MANN, will be despatched as above on or about WEDNESDAY, the 11th June. Cargo (all of which must be sent to our Office) will be received up to 4 p.m. of the day previous.

Contents and value of the Packages must be declared.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, May 16, 1884.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co's Steamship, Captain HOSSENY, will be despatched for SHANGHAI shortly after her arrival from Europe.

I. MARTIN, Acting Agent.

Hongkong, May 23, 1884.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co's Steamship, Captain VOLPE, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail from Europe.

I. MARTIN, Acting Agent.

Hongkong, May 23, 1884.

Shipping.

Sailing Vessels.

FOR VICTORIA, BRITISH COLUMBIA.

The British Bark, Marha, McParson, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, May 6, 1884.

FOR NEW YORK.

The 3/3 L.I.L. German Ship, Schuler, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, May 6, 1884.

FOR SAN FRANCISCO.

The 3/3 L.I.L. British Ship, CHAPMAN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, May 6, 1884.

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE S.S. SAN PABLO will be despatched for San Francisco, via Yokohama, on FRIDAY, the 30th Instant, at 3 p.m. To be followed by the S.S. ARABIC, on the 9th June.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

At Parcel Packages should be marked to address in full, and must be received at the Company's Office, until 5 p.m. the day previous to sailing.

RETURN PASSENGERS.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Overland, Mexican, Central and South American Cargo, should be sent to the Company's Office addressed to the Collector of Customs, San Francisco.

For further information as to Freight, apply to the Agency of the Company, No. 60A, Queen's Road Central.

F. E. FOSTER, Agent.

Hongkong, May 6, 1884.

Shipping.

Sailing Vessels.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUET, PORT SAID, MARSEILLES, MATA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, AND LONDON.

N.B.—Cargo can be taken on through bills of Lading for BATAVIA, PERIAN, GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship, VERA, Captain V. CLEMENT, with Her Majesty's Mail, will be despatched from this for LONDON direct, via SUEZ CANAL and usual Ports of Call, on THURSDAY, the 5th June, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Special Goods at the Office until 10 a.m. on the day of sailing.

For further Particulars, regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

N.B.—This Steamer takes Cargo and Passengers for MANZANILLA.

A. McIVER, Superintendent.

Hongkong, May 20, 1884.

NOTICES TO CONSIGNEES.

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. Electra, Captain NAUDEL, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Undersigned, whose order and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day, the 23rd Instant.

Cargo remaining unclaimed after the 27th Instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SIEMSEN & Co., Agents.

Hongkong, May 23, 1884.

Shipping.

Sailing Vessels.

FOR VICTORIA, BRITISH COLUMBIA.

The British Bark, Marha, McParson, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, May 6, 1884.

FOR NEW YORK.

The 3/3 L.I.L. German Ship, Schuler, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, May 6, 1884.

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Hongkong, May 6, 1884.

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Consular Invoices to accompany Overland, Mexican, Central and South American Cargo, should be sent to the Company's Office addressed to the Collector of Customs, San Francisco.

For further information as to Freight, apply to the Agency of the Company, No. 60A, Queen's Road Central.

F. E. FOSTER, Agent.

Hongkong, May 6, 1884.

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For Freight, apply to RUSSELL & Co.

Hongkong, May 6, 1884.

FOR SAN FRANCISCO.

The 3/3 L.I.L. British Ship, CHAPMAN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, May 6, 1884.

Shipping.

Steamers.

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG, AND SOURABAYA, VIA SAIGON AND SINGAPORE.

The Co's Steamship, Gouverneur General, Jacob, will be despatched for the above Ports on FRIDAY, the 30th Instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, May 28, 1884.

STEAM TO BOMBAY VIA STRAITS.

The P. & O. S. N. Co's Steamship, Kashmir, will leave for the above place on SATURDAY, 31st May, at 3 p.m.

A. McIVER, Superintendent.

P. & O. S. N. Co's Office, Hongkong, May 26, 1884.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHWANG, TIENTSIN, HANKOW and Ports on the YANGTSE.)

The Co's Steamship, Captain JACKSON, will be despatched as above on or about the 31st Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, May 27, 1884.

FOR YOKOHAMA AND HIOGO.

The Steamship, Captain KERRICH, duo for CHIOO, TIENTSIN, HANKOW and Ports on the YANGTSE, will have immediate despatch for the above Ports.

For Freight or Passage, apply to RUSSELL & Co.

Hongkong, May 26, 1884.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship, Captain JAMES, will be despatched for the above Port on MONDAY, 2nd June.

For Freight or Passage, apply to RUSSELL & Co.

Hongkong, May 21, 1884.

FOR LONDON VIA SUEZ CANAL.

The Co's Steamship, Captain JAMES, will be despatched as above on or about the 2nd June.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, May 21, 1884.

FOR SYDNEY & MELBOURNE.

(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, NEW CALEDONIA, TASMANIA and FIJI.)

The Eastern and Australian Steamship Co's chartered Steamer, Captain MANN, will be despatched as above on or about WEDNESDAY, the 11th June. Cargo (all of which must be sent to our Office) will be received up to 4 p.m. of the day previous.

Contents and value of the Packages must be declared.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, May 16, 1884.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co's Steamship, Captain HOSSENY, will be despatched for SHANGHAI shortly after her arrival from Europe.

I. MARTIN, Acting Agent.

Hongkong, May 23, 1884.

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Two men Cheung Apong and Ip Asing, who have been before the Police Court since the 21st ultimo on a charge of murdering Chin Acheong, a barber, at Yau-ma-tei, on the 10th ultimo, were this morning committed for trial at the Supreme Court. No further evidence was produced and both prisoners reserved their defence.

A shooting match is arranged to take place at Kowloon next Saturday afternoon between a team of eight members of the Police Force and eight Sergeants of the Royal Artillery. The weapon to be used in the match is the Martini-Henry carbine and the ranges are to be 200, 300 and 500 yards, 7 shots at each range, any position. The members of the Police team selected are as follows:—Inspectors Thomson and Quincey, Sergeants Bullin, Robertson, Mann, Kemp and Mackay and Constable Cameron.

At an inquest held this morning on the body of a woman named Man A In, who was killed by a fall of earth while working on the hillside above Bonham Road, on the 22nd instant, a verdict of accidental death was returned. Several cases of death from injuries received by men and women from this cause have occurred within the last twelve months, and it is certainly true that something was done by the Government to put a stop to the frequent accidents that occur through removal of earth and quarrying stone by the appointment of a qualified person to superintend these operations.

Two old people nearly killed themselves in Chicago recently through an extraordinary ignorance of the methods of civilization. They were visiting Chicago, having come from a country village, where they had apparently passed their lives, for on retiring to bed in one of the big Chicago hotels they blew out the gas. The result was that the room soon became filled with gas, and the old couple were rendered insensible. It was doubtful if they would recover. The Chicago papers give a circumstantial account of the affair.

The land of Egyptian refugees, who have been for the last few days wandering about the Colony, were this morning brought up before Mr. Wain on a charge of having no visible means of subsistence. One of the men, who spoke Spanish, stated that they had been deceived and sent here on their way to Australia. The case was adjourned until to-morrow, the defendants being allowed out, and they will probably, until it is decided what is to be done with them, be sent to a boarding house. The men describe themselves as Arabs, but, judging by their names, there would appear to be a considerable amalgamation of nationality among them; what is, in fact, known as the Egyptian mixture.

This morning, we learned from the British Consul at Macao (Mr. Mortimer Murray) that the whereabouts of the late Mr. Wood's boy, suspected of having been concerned in his murder, has now been ascertained. He is on the mainland; but there is likely to be some trouble experienced in getting hold of him. Communications are now passing between Canton and Macao regarding the matter.

We fancy that his rendition, if applied for at all, will have to be applied for by the Portuguese authorities, the offence having been committed in a Portuguese Colony. But a serious difficulty in obtaining any recognition of such a claim arises from the fact that no treaty exists between China and Portugal. What will be done under the circumstances we are not in a position to say.

The mother of the boy and several coolies are still under arrest.

Intelligence has reached here that the Indo-China steamer *Peking* has gone ashore on the Fisherman's Group. Early this morning, it was reported that the *Peking* had come to grief; and this morning, reaching the ears of the General Agents (Messrs Jardine, Matheson & Co.), a telegram was sent off to Shanghai asking for information. The following reply was wired back:—*Peking* is on shore on Fisherman's Group. Passengers and specie saved. Assistance has been sent from Shanghai. The safety of the steamer is uncertain. The Fisherman's Group is a number of islands in the Chinese Archipelago, and is situated almost abreast of Ningbo. It is about twelve hours' steam from Shanghai. When the *Peking* left here on the 22nd instant, she had on board one first class passenger (Miss Mitchell), one steamer (Mr. Aquino) and about 10 Chinese passengers for Shanghai. She had also \$22,000 in specie on board, and among her cargo was a small quantity of opium, hardly worth mentioning. On her way North she called at Szentow.

The *Peking* was commanded by Captain T. M. Irvine, and officered as follows:—

Chief officer.....Mr. B. Allison
Second officer.....Mr. A. J. Mitchell
Chief engineer.....Mr. Robt. Craig
Second engineer.....Mr. J. Roberts
Third engineer.....Mr. Fraser

The *Peking* was launched in 1892, and has, therefore, been running less than two years. She was built at Glasgow by the London and Glasgow Shipbuilding Company, and is the smallest steamer but one in the Company's employ. She is a two-decked vessel of 383 tons net, and 1531 gross. Her engines are of 200 horse power. She is 250 feet in length, 35 feet in breadth

and 22 feet in depth. She is fitted with four iron bulkheads.

Currents. Gordon's apparently impudent message to the British Government, stating that henceforth he would act on his own judgment and responsibility, is explained by the following telegram in an American paper:—

London, April 20.—General Gordon has notified the British Government that owing to the difficulty and delay experienced in sending and receiving communications, he will henceforth act on his own judgment and responsibility.

Returns which have been presented to the Canadian Parliament disclose a very satisfactory condition of commerce and finances in the Dominion under the protective policy of the present Government. Within five years the public debt has increased by 27,000,000 dol. to 202,150,104 dol. Since the year 1878 the revenue has increased by 27,000,000 dol. to 62,286,553 dol.; but the expenditure has increased by 34,000,000 dol. to 88,046,453 dol. The average balance of trade, which was 15 per cent. in 1878, was 25 per cent. in 1883.

A JAPANESE native paper says:—A Chinese wine-bibber of a whimsical turn once ordered his body to be buried in some convenient wine-cellar, so that his departed ghost could forever dwell in the fumes of the beloved liquor. A similar instance has occurred in Miyagi Prefecture. A well-to-do farmer of that place, who still stipped at the sake-cup till death forced him to sign the pledge, requested his family to bury him in a large tub of sake, instead of planting him in a coffin. This last request was readily complied with by his serving relatives.—*Choya Shimbun*.

London, April 23.—Sir Edward Walker, M.P., offers £1,000 toward the rescue of G. Gordon. He asks the London papers to open a fund for this purpose, where, he says, £20,000 would be collected in a few hours.

London, April 22.—The body of an American lady was cremated at Gitchin Sunday. This makes 162 cremations since the crematory was established.

Blanchard, April 22.—Belmont Castle, near Danbury, was burned last night. Many valuable paintings were destroyed.

ABOUT the time the Greely Relief Expedition starts for the Arctic, the corvette *Lynx* will be sent out by the Danish Government to take soundings on the West coast of Greenland and make observations during the open season, for which purpose she has a corps of scientific men aboard. She will remain in Davis Strait all summer, until driven out by the ice. Commander Normann, who is one of the most experienced Arctic explorers in the Danish navy, writes to a friend in this city that he anticipates with pleasure the opportunity to give a helping hand to the Greely Expedition. The *Lynx* has eight guns and a crew of eighty sailors.

Tax perils of travelling in the interior of Australia are illustrated by the following extract from the *Adelaide Advertiser*.—On March 8, Mr. C. Todd, C.M.G. (Postmaster-General), received the following perils from the Post office station of a late fatality which occurred on the overland telegraph line.—Just spoke returning, party 120 miles north, who report: 'Iscovering a man dead under the line, who had evidently, in despair, cut the wire to bring assistance. Cannot recognize the man, as his face is all eaten away. His horse is lying dead alongside the body. There is no water nearer than twenty miles. Anvailing distractions. The party must leave immediately the line is repaired for Macumba for water. Communication on the line was restored at 1.30 p.m. on Saturday.'

Certain considerations lead to the belief that when the Panama Canal is finished it will be used by England more than by any other country. Most of the wheat crop of California is now carried round the Horn in English ships, and when it no longer follows that track, English ships will transport it through the Canal. It is well known that England has a large trade on the West coast of South America. From Valparaiso to Liverpool, via the Horn, is 10,000 miles, while it is only 4,000 miles by the Canal. It is also certain that much of England's trade with her Australian colonies will go by way of the Panama Canal, as from Auckland to Liverpool that route would be a saving of more than a thousand miles compared with the Suez route.—*Frederic Allen*.

Bertrando, April 21.—The French steamer *Martinez*, from New Orleans, bound for Marseilles, was discovered to be on fire three days after leaving New Orleans. A terrible gale was prevailing at the time. The hatches were opened and fifty bales of cotton jetted out, but the fire was so intensely hot that the crew and passengers, though working with the energy of men anxious to save their lives, had to abandon operations. Six or seven of the vessel's crew were asphyxiated, and it was decided to sail for Bermuda, 250 miles distant. On arriving there, with the assistance of the naval authorities, the fire was finally extinguished. Had the deck of the vessel been entirely of wood nothing could have saved the ship.

New York, April 14th.—A. S. Hatch, President of the Stock Exchange, delivered an address yesterday on the improvement in the social and moral condition of the Chinese and Japanese by the introduction of Christianity. The speaker said that in no country in the world does so large a percentage of children attend school as in Japan and China, more especially in Japan. Today in that country they have daily colleges and 250 schools. They have some 8,000 youths in their normal schools. They have a postal system like our own, by which were transported last year about 60,000,000 letters, papers and packages. Among the chief evidences of advancement among the Celestials growing out of the spread of Christianity, Hatch cited the abolition of caste and the doctrine of Hani Kari. The law of the country insists that a man dying by his own hand is to be buried in the public square to be scorned at. Another evidence is the late establishment of the Christian Sabbath as a day of rest. Fifteen years ago there were not more than ten or fifteen Christian natives in China. To-day they are numbered by the thousands. Moreover they are the most progressive and enterprising in China and moral philosophy on the face of the globe.

The English composition as well as the ways of the Celestials are truly peculiar. According to a San Francisco contemporary the following communication was received by the G. I. Light Company at San Francisco from a Chinese firm established there:—

San Francisco, April 13, 1884.
Gentlemen.—Gentlemen, Sir, Please call at Dupont St. for your workman changing the pipe which the pipe running through the Wall of the Basement and from the workman had made the Hole too large. So the water came through from the street which had been damaged the Goods and I wish you would Send Some Body up and See what and Oblige yours Respectfully.

PHILADELPHIA, April 20th.—Five thousand laborers have died in three months on the Panama Canal. This is the report of Capt. Witham, who returned to this city yesterday from the canal, where he had been supervising the work of a dredge for a year past. 'Money is plentiful,' he says. 'There is only one thing more common than death, and that is death. Men die like leaves in autumn. Only the Indians appear to live. The dead are disposed of without ceremony—a shallow grave, no prayers—and all is in a moment forgotten. There are now 15,000 laborers at work on the canal, mostly negroes from America and the French West Indies. These negroes are brought over in droves as fast as those at work die, and I venture to say that not two-thirds of the 15,000 laborers now at work will be alive a year from now. Five thousand died during the past three months, but the large pay tempted men to brave all the danger.—*Special to St. Louis Globe Democrat*.

A boy in West Philadelphia, who had made up his mind that a human being could fly as well as a bird if it was gone about in a right way, and who thought he knew the right way, put his theories into practice on the 24th of last month. He persuaded his younger sister, who had great confidence in him, to become his assistant. Having laid his plans before her, and convinced her that flying was a very simple matter after all, she consented to make the first attempt. He took her up to the second-story porch, and having brought out a pair of big turkey wings, an old nutcracker, and a small cord he began to rig up the to-be-flying victim for the great trial. He hoisted her up to the outside of each of his arms, and fastened the untidy umbrellas to her body by putting the handle behind her head and passing the cord just below her shoulders. The function of the old nutcracker was to act as a parachute, about which he had read just enough to make his knowledge dangerous, and he quoted certain misgivings by the reflection that this arrangement would 'let her down easy.' When the little girl stood completely arrayed for the trip the boy told her that all she had to do was to jump off and flap her wings and she would fly like a bird. Five minutes later the family doctor was sent for in great haste to mend a broken leg, and the youthful Dardanis, when upbraided and punished for his cruel folly, insisted that the little girl wouldn't flap her wings as he told her to.

MEETING OF THE LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon. All the members were present.

THE HON. MR. TAYLOR, M.P., presided. Mr. E. J. Sedgwick, the Government representative, read the report of the Committee on the subject of the proposed new Central School building. The report was read by Mr. Sedgwick, and the Council then proceeded to discuss it. The report was read by Mr. Sedgwick, and the Council then proceeded to discuss it. The report was read by Mr. Sedgwick, and the Council then proceeded to discuss it.

THE HON. MR. TAYLOR, M.P., presided.

The Acting Colonial Secretary laid on the table the report of the Finance Committee of the Legislative Council on the correspondence presented to the Council on the subject of the issue of one dollar notes.

EDUCATION IN HONGKONG.

The following is a portion of Dr. E. J. Sedgwick's report on education in Hongkong for 1883:—

Education Department, Hongkong, 3rd April, 1884.
Sir,—I have the honor to forward herewith the Annual Report on Education and the Blue Book Returns for the year 1883.

The total number of Schools, subject to supervision by the Government, amounted in the year 1883 to 87, as compared with 47 in the year 1878, and 36 in the year 1873. This total number of schools included during the year 1883 337 subject to supervision and annual examination by the Government amounted to 5,537, as compared with 3,152 enrolled in the year 1878, and 2,280 enrolled in the year 1873. There are now 51 more Schools and 337 more scholars under Government supervision than there were ten years ago. It appears that both the number of Schools under Government supervision in the Colony and the number of scholars attending such Schools have been more than doubled within the last decade.

The Schools subject to Government supervision and examination are so generally distinguished as belonging to two separate classes of Schools, viz. secular Schools and denominational Schools. This distinction is somewhat incorrect and requires, at any rate, considerable qualification.

The so-called secular Schools are Government Schools, and are so named because they are distinguished by the fact that they are not under the supervision of any particular denomination. They are, however, in some cases, organized and controlled and provided for exclusively by the Government, and are, in some cases, organized and controlled and provided for exclusively by the Government, and are, in some cases, organized and controlled and provided for exclusively by the Government.

The so-called denominational Schools are those which are under the supervision of some particular denomination. They are, however, in some cases, organized and controlled and provided for exclusively by the Government, and are, in some cases, organized and controlled and provided for exclusively by the Government, and are, in some cases, organized and controlled and provided for exclusively by the Government.

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aided by the Government (by a monthly grant of \$5) and supervised by the Government. These Schools may, in one sense, be called secular Schools, because the predominant tendency of the teaching given in these Schools is not Christian. Owing to this inherent tendency of English teaching, all Schools in the Colony, which teach English, or which, like the Central School and five other Government Schools, or like the Hongkong Public School, give an English education, follow this line of teaching in addition, are far too expensive, to derive any much benefit from the Grant-in-Aid system at its present rates of payment.

The only way to apply the Grant-in-Aid system to such English-teaching Schools like the Government Central School or the Hongkong Public School, appears to me to be as follows. Let the Government apply first of all solid and commendable non-denominational Schools. Next, let the fees at present charged in these Schools be raised. Let there be a corresponding increase in the value of passes, under the Grant-in-Aid system, as regards Schools which give an English education in the English language and Chinese teaching in addition. Then let these Schools be given the same grants as the Government Central School, and to the exclusive management of a representative Municipal School-Board, the Government paying therewith only an annual grant as earned each year under the provisions of the revised Grant-in-Aid Scheme.

This may at first sight appear to be a revolutionary scheme, but I believe it is but foreshadowing the line of development which the natural growth of the educational system of our Colony is sure to follow sooner or later. The same tendency is at work in other Colonies, where the same Grant-in-Aid system has been worked, as here, side by side with Government Schools. For instance, at the prize-giving of a Grant-in-Aid School in Colombo, the Lieutenant-Governor, the Hon. Sir John Douglas, made the following remarks as reported by the 'Ceylon Times' of 26th December, 1883: 'We are having in contemplation to withdraw, as far as the Government is concerned from any active interference with education, other than the maintenance of a normal school, where large numbers of population, and therefore becomes of special interest to us to ascertain whether institutions like this, which are worked upon the Grant-in-Aid system, are really and able, when the Government Schools are established, to take the place of the institutions that we have been supporting entirely at the cost of the Government.'

The proposition of boys to girls enrolled in the Schools under Government supervision, is a large question, and one which is kept in view. In the year 1883, there were on the rolls of these Schools 4120 boys and 1477 girls, as compared with 2574 boys and 578 girls enrolled in the year 1878, and 1078 boys and 303 girls enrolled in the year 1873. This shows a satisfactory progress made in extending education to the female population of the Colony. And again I have to observe that the progress thus made is chiefly due to the working of the Grant-in-Aid system. It is evident that the Government's policy of extending education to the female population of the Colony is a very successful one.

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to be thorough, requires a staff of trained English masters who have to be imported and kept at a great cost. English teaching also requires a comparatively larger staff, more expensive materials and larger house-rent. These Schools have Chinese teachers. Owing to this inherent tendency of English teaching, all Schools in the Colony, which teach English, or which, like the Central School and five other Government Schools, or like the Hongkong Public School, give an English education, follow this line of teaching in addition, are far too expensive, to derive any much benefit from the Grant-in-Aid system at its present rates of payment.

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The proposition of boys to girls enrolled in the Schools under Government supervision, is a large question, and one which is kept in view. In the year 1883, there were on the rolls of these Schools 4120 boys and 1477 girls, as compared with 2574 boys and 578 girls enrolled in the year 1878, and 1078 boys and 303 girls enrolled in the year 1873. This shows a satisfactory progress made in extending education to the female population of the Colony. And again I have to observe that the progress thus made is chiefly due to the working of the Grant-in-Aid system. It is evident that the Government's policy of extending education to the female population of the Colony is a very successful one.

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One Dollar Notes.

The following Report of the Finance Committee of the Legislative Council on the Correspondence presented to the Council on the subject of the issue of One Dollar Notes was laid on the table:—

The Finance Committee have carefully considered the whole question of the issue of One Dollar Notes in Hongkong, and have read all the correspondence connected therewith. The Committee have also endeavored to elicit all the information to be gathered upon the subject, and beg to report as follows.

2. A more extended issue of One Dollar Notes is most desirable for the convenience of the community, if not absolutely necessary. The Committee consider that the circulation would never exceed \$400,000 to \$500,000, and that it would be confined to Hongkong, Canton, and Macao. The Committee understand that notes cannot be so extensively circulated in the Coast ports.

3. The Committee consider that the issue of One Dollar Notes by the Government is inadvisable under the conditions laid down by the Imperial Treasury, as the Government could not recoup any portion of the considerable expense of initiating and carrying on a system of circulation, and in view of the serious demands on the Revenue of the Colony caused by the extensive public works in progress, the Committee think it undesirable that any permanent addition to the expenditure should at present be made. Under these circumstances it may be found profitable to substitute for the plan of a Government issue a scheme submitted by the Directors of the Hongkong and Shanghai Banking Corporation.

4. It would seem, therefore, possible, in case of a Government issue of notes, to invest any considerable portion of the funds representing such notes, as in the event of pressure on the Government for silver, the Banks would be able to purchase Government drafts, even if more than ordinary remunerative rates. And that times of such pressure might be apprehended is certain. The Committee learn that the Banks here have to be constantly prepared for a drain of silver to Canton and other Chinese ports, and in view of the fact that a sudden drain of this kind last year is said to have amounted to \$5,000,000 in four months. It would seem to be inadvisable that combinations to bring about a note issue are not mutual amongst native capitalists.

5. The proposal of the Directors of the Hongkong and Shanghai Bank is that the Bank should issue a certain number of notes as may be required, keeping the issue as made entirely separate from the issues of notes of larger denominations, and making it up an entirely separate bank. That is to say, the Bank would earmark and deposit in separate vaults, the keys of which would be kept by the Colonial Treasurer, a special reserve of Mexican Dollars equal to the full extent of the issue of notes. By the local Ordinance now constituting the Bank (as will be more fully shown below) this reserve would be, in case of a suspension of payment, inalienable to any other purpose than that of paying the Notes. It is evident that the issue of the Bank's proposal saves the Government the expense of building a suitable vault and also of guarding it.

6. The Committee understand that the Hongkong and Shanghai Bank has a large stock of One Dollar notes in hand, and that the Bank is desirous to conduct the issue already in existence.

7. The Committee invited the attendance of the Managers of the other Hongkong Banks of issue and ascertained their views on this matter. It appears, however, that the Managers of the other Banks do not favor the issue of One Dollar Notes, nor is there any reasonable probability that they will so modify as to allow of it. Moreover the Shareholders of these Banks have no special liability with regard to their Note issue.

8. As to the security of the issue of the Hongkong and Shanghai Bank over and above the Reserve allotted to it, it is only necessary to say that the paid-up Capital is \$7,500,000, the Shareholders being liable to an equal amount. The reserve funds are \$4,500,000, and with regard to the circulation of the Bank's notes, the Committee are satisfied that the claims of note-holders being made by Ordinance, is a first charge upon them. The Section is as follows:—

'The Shareholders of the Company shall be subject to a liability in respect of the issue of all or any such issues of Bills or Notes, and in case

SHIPPING IN CHINA, JAPAN.

PHILIPPINES, AND SIAM

WHAMPOA.

—

Ship's Name, Flag & Rig, Destination.

—

Annam str.

—

CANTON.

—

Brit. str. Shanghai

MACAO.
Chi. str. Canton.

AMOY,
In port on May 23, 1884.

eston	Ger.	bqg.	
Pötts	Brit.	bqg.	Keolung
oo	Brit.	bqg.	
so	Ger.	sch.	Newchwang
Brma	Brit.	bqg.	
tion	Ger.	bqg.	

FOOCHOW.

MERCHANT STEAMERS.

English	British	London
Garry	British	London
Hin	Chinese	Shanghai
May	British	Australia
Chow	British	London

MERCHANT SAILING VESSELS.

SHANGHAI.

In port on May 24, 1884.

MERCHANT STEAMERS.

Wiganshire	British	London, &c.
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an	Chinese	Tientsin
shima Maru	Japanese	Nagasaki, &c.
ing	British	
g-foo	Chinese	Hankow, &c.
g-piau	Chinese	
Shên	German	
skin	British	Hankow, &c.
rdshire	British	New York, &c.
chi	Chinese	Tientsin
n	British	London, &c.

Norwage	Danish	Foochow
Swi ⁸	British	
na	British	Hongkong, &c.
berley	British	Tientsin
aze	British	Hongkong

MERCHANT SAILING VESSELS;

qzlah	Chi. bq.
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NAGASAKI
In port on May 17, 1884.

via	Brit.	bq.
aila	Brit.	bq.

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HIOGO.

In port on May 13, 1884.

Captain	Amer. sh.
Trich	Ger. 3m. sc.
Dufferin	Brit. sh.
n Emma	Brit. bqg.

YOKOHAMA.

In port on May 20, 1884.

K. Diamond	Ger.	bqe.
Guig	Ger.	bqe.
	Brit.	bqe.
	Amer.	sh.
	Ger.	bqe.
C. Bohm	Ger.	sch.
Orva	Ger.	bg.
ga	Brit.	bqe.
r Mocyer	Ger.	bqe.
lope	Brit.	sch.

MANILA.

In port on May 21, 1884.

Seawall	Amer.	sh.	New York
in	Brit.	sh.	
Agut	Amer.	sh.	

ules	Amer. sh.
en	Norw. bqs. London
mac	Amer. bqs.
Rivere	Amer. sh.
ta	Span. bqs.
instown	Amer. sh. New York
ny Petrel	Brit. bqs. Liverpool

inette	Brit.	bqe.	
ina	Brit.	bqe.	New York
son Bay	Brit.	sh.	
s Louise	Ger.	bqe.	

CEBU.

ert Black	Amer.	bqe.	New York
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BANGKOK.

In port on May 17, 1884.

Leo	Siam.	bqe.
Simpson	Brit.	bqe.
on Wattana	Siam.	bqe.
	Siam.	bg. Laid up

ancius	Siam.	sch.
ond City	Siam.	bqe.
y	Siam.	bqe.
n	Siam.	bqe. Singapore
low	Siam.	bg.
neoug	Brit.	bqe.
	Siam.	bg.
teng Lee	Fch.	sch.
Ohye Seng	Siam.	sch.
Soon Hoat	Siam.	lug.

him	Siam.	bg.
ury	Siam.	bg.
nit	Siam.	sch.
ess	Saraphi Siam.	bqe.
o of England	Siam.	sh.
	Siam.	bqe.
Hwat	Siam.	bg.
ight	Siam.	bqe.
no Repetto	Ital.	bqe.
ongkong	Siam.	si.
weak	Siam.	baa.

ed and published by GEO. MURRAY
BAIN, at the China Mail Office, No. 2,
Wyndham Street, Hongkong.